

THE PORTSMOUTH HERALD

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For Portsmouth and Portsmouth's Interests.

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MONDAY, MARCH 25, 1907

THE MONEY WE SPEND

We do not think there is any reason to worry because there is a probability that the national income will be insufficient to meet the expenditures authorized by Congress. Even though the deficit equals the amount of \$100,000,000, the Democratic estimate, there will be no occasion for public uneasiness.

In the first place all the expenditures will not have to be met out of the income for the period covered by the authorized expenditures. Besides, the United States can always meet a crisis and it is too rich to worry over a little deficit of \$100,000,000.

As long as the money is spent for the public good the people are not likely to concern themselves over such things as billion dollar Congresses. They figure that the welfare of the nation demands the expenditure of large sums of money and they realize that the larger and wealthier the nation the more money proportionately it must spend. Certainly, the United States is well able to build and maintain a navy, to pay its servants reasonable salaries for the work they do and to finance all needed public improvements. If the money appropriated by Congress is to be spent for these purposes, no man will object, unless he happens to be one of the opposition, looking for excuses for fault finding.

It is probably true that a great deal of money has been and is still being spent foolishly. We do not refer to money paid for pensions, because it would appear to be the duty of the nation to aid the men who so bravely fought for it in the dark days of the republic. Neither do we criticize the erection of government buildings in cities, because such buildings are almost always badly needed long before they are built. There are many instances where money is appropriated for dredging streams and harbors where dredging can never result in permanent good, but there are many other cases where such operations have resulted in the actual creation of fine harbors and navigable streams.

On the whole, the money appropriated by Congress is probably wisely spent and if sometimes it is not a little more watchfulness on the part of the people would probably result in fewer such offenses in future.

BIRD'S-EYES VIEWS

Portsmouth is beginning to realize now how much of its fame it owes to Aldrich.

The New Hampshire Legislature is a large body and cannot be expected to break any speed records.

Ambassador James Bryce is apparently making good and if reports are to be trusted he likes his job.

Countries like Nicaragua and Honduras have to fight occasionally to get their names in the papers at all.

A good many people admire Mr.

Roosevelt because he isn't afraid to call a man a liar if he thinks he is one.

Tom Johnson may have been a failure as a presidential candidate, but as mayor of Cleveland he seems to be the goods.

Perhaps if President Elliot of Harvard was forty-three instead of seventy-three, football wouldn't give him the horrors as it does now.

If we had no other use for a navy it would still be necessary to keep our Spanish-American neighbors from smashing all the furniture.

There seems to be considerable question whether Richard Mansfield is the best or the worst actor in America. To end all doubt, ask Richard.

It has been remarked that whenever Mr. Rockefeller gives away a few millions the price of Standard Oil products goes up and the quality goes down. Cause and effect, of course.

OUR EXCHANGES

Ellen Terry
"A star danced, and under that I was born."

A star, they say, her coming did proclaim.

And gaily tripped a measure o'er the earth

In joyous welcome of her precious birth.

O, happy star, I would I knew thy name

That thou might share the glory of her fame,

As we have shared the treasures of her mirth

And known the anguish of those tears, the worth

Of ringing voice 'neath angry eyes afame;

For fifty years she's held the old world's heart

Nor frees it yet from such a sweet embrace,

But triumph after triumph, part on part,

Swells that fair galaxy of wit and grace

That all aglow with magic of her art

Shall blaze forever in the depths of space.

—E. Harcourt Williams in Metropolitan Magazine, March number.

Dartmouth's Advance

Dartmouth's prospective bequest from the Saller estate is all the more welcome for being unexpected. It goes to show how great an impression the college and its work are making upon minds not naturally drawn to think of Dartmouth or its welfare. Concord Monitor.

A Versatile Woman

West Derry claims the only woman engineer in New Hampshire is Mrs. Bertha M. Wilson, who is an expert with a stationary engine. Mrs. Wilson can also set type, feed a printing press, run a newspaper folder, bind books, etc. Moreover, she is an excellent housekeeper.—Dover Democrat.

New Hampshire's Loss

By the death of Thomas Bailey Aldrich New Hampshire has lost one of her most gifted sons, of high distinction in the literary world. In early boyhood forced to abandon the cherished hope of a college education, he early won and maintained an enviable reputation as a writer of prose and poetry, both stamped with an exquisite beauty and polish. Many of his best and favorite works testify to his love for Portsmouth, his birthplace. As an editor he was discriminating, appreciative and just. He was a lovable man of qualities all too rare.—Exeter News-Letter.

We're Interested Down This Way

No free toll bridges for the next

Girhood and Scott's Emulsion are linked together.

The girl who takes Scott's Emulsion has plenty of rich, red blood; she is plump, active and energetic.

The reason is that at a period when a girl's digestion is weak, Scott's Emulsion provides her with powerful nourishment in easily digested form.

It is a food that builds and keeps up a girl's strength.

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two years. The towns along the western boundary will have to unitedly make this matter an issue, then they will get what they want, and ought to have.—Franklin Journal-Transcript.

Maybe They Haven't Been Introduced

Harry Thaw looks so dangerous to the experts for the state they're afraid to go near him.—New York Commercial.

Perhaps It Was Bribed

The voting machine in New Jersey stands convicted of registering voters in excess of the number of voters. It could not have shown more interest in the election had it been human.—Portland Advertiser.

THE THEATRICAL FOLK**The Original Cast**

At Music Hall on Saturday evening, March 31, Klaw and Erlanger will present Fay Templeton in "Forty-five Minutes from Broadway," by George M. Cohan, whose "Little Johnny Jones" had shown how thoroughly theatregoers enjoy Mr. Cohan's clever productions in playwriting and music. "Forty-five Minutes from Broadway" had a long run in Chicago and has created the same interest in New York at the New Amsterdam Theatre. The original cast, including Victor Moore, Donald Brian, Charles Prince, James H. Manning, Louis Grisell, Maurice Elliott, Floyd E. Francis, Julia Ralph, Marion Singer, Emma Littlefield, Jennie Franklin, Elizabeth Young, Madeline LeBout and Clara Dillard will be seen here.

Beulah Poynter as Lena Rivers

The performance of Mrs. Mary J. Holmes' book-play, "Lena Rivers," will take on a special interest to our theatregoers when the announcement is made that Beulah Poynter will be seen as the beautiful child, Lena. In former appearances this pretty little leading lady has demonstrated her ability, but usually in work of a heavy, emotional order. "Lena Rivers" requires a woman with comedy talents, as well as emotion, and Miss Poynter has been receiving much favorable criticism on her versatility. Such is her training and intelligence that she can assume the different moods and still please in all of them. Graceful and easy in gesture and movement, the possessor of a laugh which sounds the note of joyousness and merriment and complete mistress of all the histronic devices for the expressing of archness, coquetry, girlish enthusiasm and youthful innocence, this little actress is well fitted to give a commendable presentation of the fascinating "Lena Rivers."

Inspired by Tennyson

The line in Tennyson's poem of men rising from the ashes of their dead selves to higher things, which inspired the writing of "The Silver King," is also the text of the Irish play, "Eileen Asthore." In the latter case the man finds himself ennobled by his love for a good woman.

A Strong Attraction

The coming engagement of "As Told in the Hills," which is soon to be seen at Music Hall, will be one of the strongest attractions of the present theatrical season. The play is a strongly written melodrama of Western life that abounds in thrilling situations and exciting climaxes, during the action of which a goodly number of up to date specialties are introduced. The comedy element has been no way neglected and in contrast with many of the so-called melodramas written in recent years, there are no features that are in any way objectionable.

Palm Sunday was observed in all of the churches and at the Catholic church there was the usual ceremony of blessing and distributing the Palms

Under new management.

Single rooms with use of bath, \$1.00

Rooms with bath, \$1.50.

Suites of large parlor, chamber and private bath, \$2.00, \$2.50 and \$3.00.

Headquarters for Frank Jones' Ales and broil live lobster.

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Care must be taken to avoid baking powders made from alum. Such powders are sold cheap, because they cost but a few cents per pound. But alum is a mineral, which taken in food means injury to health.

SERIOUSLY INJURED

Mrs. George Joy Fractures Her Arm
By A Fall On High Street

Mrs. George Joy of Middle street was badly injured late Saturday evening as the result of a fall on High street. She was walking along the sidewalk when she stubbed her foot over an iron grating and fell, striking on her right shoulder. She was removed to her home where Drs. Berry and Lance were called and they found a fracture of the right arm near the shoulder, and the position of the break makes the injury all the more severe.

AT THE P.A.C.

The pool tournament is still unfinished, but will be decided next Thursday evening. Charles Dondero was the winner of one division and John Mitchell of the other, and they will now play a 200 point match for a silver cup given by Thomas A. Ward.

The Thursday night smokers have been the life of the club this winter. The Sunday evening club hold their

regular meeting Sunday and enjoyed one of "John's" best suppers.

The Cribbage tournament is still unfinished.

There is some talk being made of laying out a tennis court on the lawn in the rear of the club house. There is plenty of room for two courts if required.

COACHING THE TEAM

Walter S. Woods of the Jersey City Coaching High School Team

Walter S. Woods of the Jersey City baseball team is coaching the Portsmouth High school team, and under his directions the players are fast rounding into shape. Woods, who is one of the best all league players, is paying particular attention to the batteries for which there are a number of candidates. He has signed for another year with the Jersey City's and will report in a few weeks.

For Over Sixty Years

Mrs. Wrenlow's SOOTHING SYRUP has been used for children's teething. It soothes the child, softens the gums, relieves all pain, cures wind colic, and is the best remedy for Diarrhea. Twenty-five cents a bottle.

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PORT OF PORTSMOUTH

Arrivals at and Departures from Our Harbor March 24

Arrived

United States revenue cutter Woodbury, Brown, cruising, and salled (Saturday).

Schooner Emily S., Baymoyer, Slidell, Portland for Edgewater N. J. light.

Tug Charles T. Gallagher, Guilmant, Boston, towing barges No. 52 and No. 14, Baltimore, with 3200 tons of coal (Saturday).

Cleared

Barge C. R. R. of N. J. No. 6 Port Johnson.

Schooner Independent, Fairrow, Baltimore (both Saturday).

Sailed

Schooner Independent, Baltimore.

Schooner Mary E. Lynch, Boston.

Tug Charles T. Gallagher, Boston.

Telegraphic Shipping Notes

New York, March 24—Arrived schooner John J. Hanson, Whitney, Wilmington, N. C.; J. Frank Sawyer, Kelly, Pawtucket.

Sailed schooners Jonathan Sawyer, Reynolds, Gloucester; John Bracewell, Benson, Danversport.

Newport News, March 24—in port, schooner Marjory Brown, Thompson, for Portsmouth or Boston.

AT THE NAVY YARD

Nobody in Kittery worked today (Monday) and the navy yard was shy in every department on account of the annual town meeting there.

Cars for the spars of the Constitution were set in the yard on Saturday and the work of loading them commenced today.

The master painter at the Norfolk yard has got up a new mixture for the bottoms of ships and the first ship to be painted at this yard will be the collier Leonidas. The new paint is non-corrosive and is known as composition enamel.

The loss of \$175,000 by fire at the Pensacola yard last week will completely cripple the yard as far as repair work is concerned for a while. The department would do well to send such work on hand there to this yard, where it is certainly badly needed.

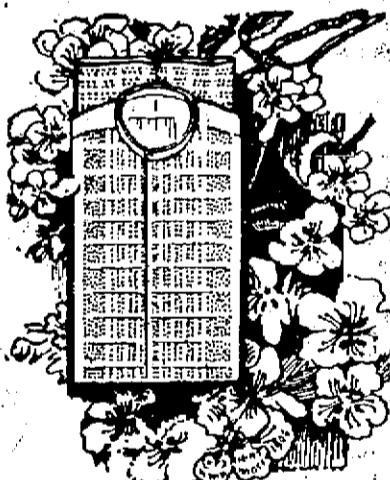
The old floating dry dock will probably be burned by the purchasers for the metal therein.

A court-martial for the trial of Capt. Theodore H. Low, U. S. M. C., formerly stationed at the marine barracks here, met at the navy yard, New York, March 14. Capt. Low was charged with neglect of duty and culpable inefficiency. The duty referred to was that required of him in his capacity as post exchange officer from June 7 to August 14, last year. The following officers composed the court-martial: Col. Allan C. Kelton, Lieut. Col. Charles A. Doyen, and Major Charles G. Long, U. S. M. C., and Lieut. Comdr. Frederick L. Sawyer, Paymaster Joseph J. Cheatham, Paymaster Arthur F. Huntington and Lieut. Albert W. Marshall, U. S. N., with Capt. Harold C. Snyder, U. S. M. C., judge, advocate.

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General Machinists and Jobbers

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New Shirts for the new season. New ideas in decorative effects, color combinations and designs. Everything new except the prices—same old prices:
\$1.00, \$1.50, \$2.00.

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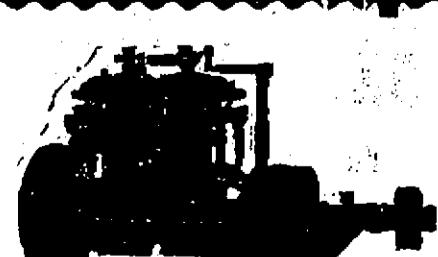
"Selling the Tops of the Period."

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Reports say that the ship plumbings at the Norfolk yard are on a strike for an increase of pay from \$3.75 to \$4.00 a day. This will delay the work on the Texas and Olympia now being repaired there.

NEWS FOR SPORTLOVERS

With the advancing season, the baseball guides appear among the most reliable signs of Spring. The Spaulding Official Guide, just out, is as usual, a veritable mine of baseball information, with 600 pages and a great number of illustrations. Edited by Henry Chadwick, the "father of baseball," the Spaulding Guide is always complete and interesting. Although in his eighty-fourth year, Editor Chadwick writes of the national game with the same spirit and charm as in the days of old and his reminiscent sketches are of particular interest. There is everything in the Spaulding Guide that the baseball enthusiast wants to know and the chapter interpreting the rules and that dealing with the game as played in the colleges are of especial value.

Napoleon Lajoie, whose guida was so warmly welcomed last year, has issued another for 1907, which is even more valuable than the first. As a reference book, it would be hard to surpass it for its concise presentation of the sort of information the fan wants. Worthy of especial note is the article on the world's championship series of 1907 and the accompanying illustrations. Lajoie is particularly strong in pictures and in special features. The group pictures of the presidents and managers of the minor league clubs and of the principal college teams add much to the general interest of the volume.

Several candidates for the next Republican nomination for governor have been announced. The only one who has announced his position upon the run question is Hon. William T. Haines of Waterville. When he, a well known Prohibitionist, comes out advocating resubmission, in the interests of prohibition, it presents a new phase of the situation. The machine politicians are dazed and the Civic League people and the Prohibitionists shocked.

Mr. Haines is one of the strong business men of the state. He is interested in some industrial enterprise in about every county. He has successfully engaged in farming, lumbering, shipping, banking, electric lighting, water companies, woolen mills and railroads.

For twenty years he was an active member of the Maine bar, was four years prosecuting officer for Kennebec county and rounded out his legal career with a successful administration of the office of attorney-general for four years. He was a member of the state Senate in 1889-91, in the House in 1895, and was a member of Gov. Hill's executive council for four years.

Frank Cavanaugh, the old Dartmouth football star and for several years coach at Holy Cross, will be coach at Worcester Academy next Fall.

Two Vermont cities, Burlington and Montpelier, have asked for New Hampshire League baseball franchises. The applications were refused, because of the heavy traveling expenses which the admission of the two cities would involve.

Theodore Roosevelt, Jr., son of the President, has been appointed second assistant manager of the Harvard University rowing crew.

Rhodes scholarship students from the United States won a number of points for Oxford University in the annual field contest with Cambridge. Oxford defeated Cambridge, with ease.

There are a good many followers of baseball who believe that his departure from the Boston American League team marks the beginning of the end for Freddy Parent!

Benjamin Lang, the crack center, has been elected captain of the Dartmouth basketball team for next season. Lang also plays tackle on the football team.

WILL ATTEND REUNION

Mr. and Mrs. O. L. Frisbee will attend the twenty-seventh annual reunion of the great National Hotel Men's Mutual Benefit Association of the United States and Canada in Washington, Baltimore and James-

FUNERAL NOTICE

Funeral services of Charles C. Gerish will be held at the house on Sagamore avenue, Tuesday afternoon at two o'clock. Friends invited.

MARRIED IN NEWBURYPORT

Louise M. Smith of this city and James M. Bowen of Dover were married in Newburyport on Saturday by Rev. A. W. Cleves of that city.

STILL CHAMPION

Jay Gould, on Saturday, by defeating Joshua Crane, won for the second time the title of Amateur Champion of indoor tennis.

Positive

A soda cracker should be the most nutritious and wholesome of all foods made from wheat.

Comparative

But ordinary soda crackers absorb moisture, collect dust and become stale and soggy long before they reach your table. There is however, one

Superlative

soda cracker—at once so pure, so clean, so crisp and nourishing that it stands alone in its supreme excellence—the name is

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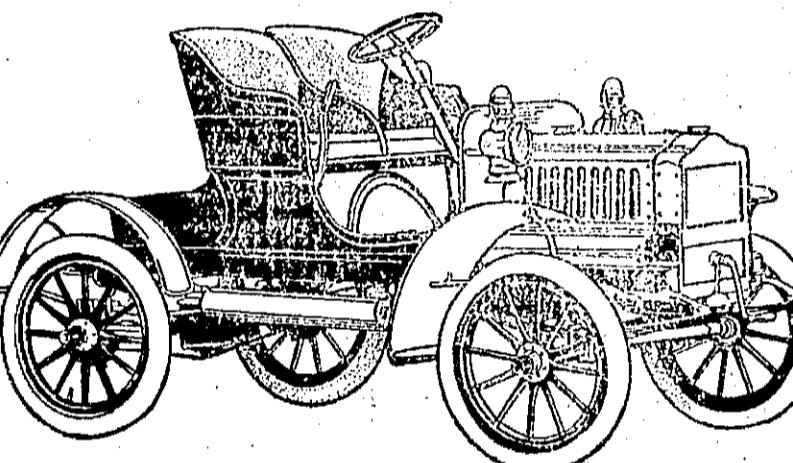
We extend a cordial invitation to the smart dressers of this town—men who know good clothes, because they wear no other—to inspect our Spring showing of Suits and Overcoats from those leaders in the Ready-to-Wear Clothing industry, ADLER BROS. & CO. of Rochester, N. Y. We think the design and excellence of tailoring will appeal to them. The new models are correct in fashion and represent the very latest materials and patterns. They are emphatically clothes for gentlemen.

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SWITCHED BY A LANDSLIDE

The Ring Race With a Wildcat Locomotive.

"After comin' aroun' the bend in Collins cut," said the fat engineer, "I just glanced back to see that the markers, those little red and green tall lights which mark the end of a train, were there all right. I leaped way out of the cab window 'n' counted the sleepers as they swept aroun' the curve."

"Yes, there they come all right, burnin' like bright little emeralds, 'n' I knew my train was all together 'n' followin' me safely down the hill."

"The night I am speakin' of I was runnin' the Sunrise Limited, as the fast eastern express on our road was called. It was in March, 'n' gentle spring was already spreadin' her velvet touch over the land.

"We had had a deal of snow that winter, 'n' now that it was commonin' to thaw out the stuff was makin' quite a little trouble for the management, slidin' aroun' the tracks from the mountain-side, screechin' bringin' a pile of hill with it.

"As I glanced back along the sides of the glistenin' coaches I was attracted by a glare along the rails behind my train, 'n' in another second a headlight flashed aroun' the curve out of the cut in our wake, makin' very fast time. Even a blind baggage car could see that one of the engines in the yards at the top of the mountain had slipped her throttle 'n' was runnin' away, chasin' us down the mountain.

"I was some set back for a second, but the only thing for me to do was to turn on a full head of steam 'n' make the best time I could, which wasn't the safest thing in the world to do, as we generally hold 'em pretty steady comin' down the mountain; but I must show a clean brace of tail lights to the runaway.

"She wasn't quite a quarter of a mile behind us, 'n' looked like a fiery comet comin' down the rails, as her firebox door was open, 'n' with every exhaust of the engine the flora from her furnace lit up the sky. My engine bounded forward under a wide open throttle 'n' our race for the lives of those in the rear sleepers was on.

"Notwithstandin' the weight of the train behind me, which should give me a little advantage over the light engine comin' down the hill, we didn't seem to be able to shake her off. An' each time I trusted myself to glance back at her she seemed to be crawlin' up on us a little.

"If I could keep a few yards of moonlight between the pilot of the wildcat 'n' my rear car until we got down the mountain 'n' started up the Razorback on the other side, I could drop my engine down 'n' leave the runaway behin' as by that time she would be out of steam 'n' lay down like a runaway horse which has shot its bolt. But I wouldn't bet more'n 50-50. It. T. relate checks to a rag doll that we would beat her down.

"However, we had a fightin' chance 'n' the way I pounded my good old engine sent the hot coals out of the stack. I was gettin' a little nervous, as that light engine hung onto our tail like a bicycle cop after a speedin' auto."

"Comin' round through Rocky Hollow I got several chills down my spine as the watchman down by the Little Shanty was hysterically yellin' his green lantern at me. Durin' the thaw he had several watchmen stationed at intervals down the mountain to watch for landslides 'n' warn approachin' trains. Evidently there was a dangerous spot in the track but the watchman had discovered it 'n' was signalin' me to come ahead with extreme caution.

"I was sure up against the real thing now. A wildcat engine pressin' me hard on the rear flank 'n' a dangerous place of track ahead. This was a case where the rule book failed to help one out.

"Take a safe course 'n' run on 'em," says the railroad. Hoyle in his black double face type. Which was the safe course for me?

"I did some quick mental calculatin' 'n' concluded to keep a full head of steam up. I've read in newspapers bout trains beatin' their way through tight landslides 'n' there was a show for me to cut through it. If there was one ahead.

"But if I stopped my train that en-
tire behind would be half through
those sleepin' cars, killin' 'n' makin'
no good passagin'. It would be
terrible for me personally to slow down,
but I was not so selfish as to consider
my personal safety in the matter.

"So we hollered along by the frightened watchman with speed not a whit diminished. I fairly stopped breathin' as we whirled down through the hollow. Just beyond the watchman's shanty I tell a tremblin' of the track 'n' my engine keeled badly.

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tire behind would be half through
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"I thought so," responded Ted Harrington, seeminly unconscious that he was still holding her hand.

"She murmured: "It was so good of you to wait so long."

"You're worth waiting for longer than that," he declared and the Tomboy remarked aloud to no one in particular that she must see about some fresh tea, plunged out of the drawing-room, her bonnet trailing behind her.

"You may well say that," observed the Tomboy, severely. "If it hadn't been for me you'd have gone back to your terrible north without ever finding out how awfully much Hazel liked you. And how crazy you were about that East. Anyone would have thought she was round with righteous indignation, "that I had lied to you up on purpose!"

"She said "Hello!" and then listened eagerly.

"Then she answered: "Of course I'll be at home to-night, George. I'm dying to see you."

"Yes, I knew it was something you could explain."

"No, of course I haven't worried over it, you silly boy!" -Chicago Daily News.

"As usual."

"I dreamed last night," said Mr. F. H. King, "that I heard opportunity knocking at my door."

"And of course," replied his wife, "you slept right on, as usual." -Chicago Daily News.

Depend on Ourselves.

Our own attitude determines our friends or enemies.—Wood.

A FEW LETTERS



"Oh, have some more tea," urged the Tomboy.

"Not any, thank you," responded young Harrington, stuffy, and he put down his cup with a clatter of finality.

"Then won't you have—have another cake? You haven't tried one of these little pink ones with cherries on the top. They're awfully nice, Hazel made them."

Young Harrington's face darkened. "I won't have any more, thanks," he enunciated with great distinctness.

"And I'm afraid I must really be—"

"Oh, don't go yet," pleaded the Tomboy.

Young Harrington laughed, the short, cynical laugh of disillusioned 23.

In his ears rang the warning of a man quite two years older than himself.

"Don't you get let in for making a fool of yourself over that girl. Very pretty, very charming, but she's an absolutely hardened flirt! I'll tell you the kind of thing she'll do—encourage a fellow up to the top of his bent, say he may call, fix a day even, and then, when he turns up she's out, if you please, and he's left to have tea with that leggy Tomboy of a sister."

He glanced at the clock. "It is an hour and a half," he observed, icily, "after the time your sister said she would be at home. However, it doesn't matter in the least. Will you say good-by to her for me? I shall be going back north to-morrow."

He rose and held out his hand.

"Where — whereabouts in the north?" inquired the Tomboy, as it were with a feverish interest.

Was the girl making fun of him?

"Newcastle," he answered, curiously.

"Oh, yes, they take coal there or something, don't they?" responded the Tomboy with an odd, hysterical sound.

Yes. She was laughing at him. She was in this arranged scheme to make a fool of him.

"Good-by," he said without looking at her. "I have to get back now—to pack."

"I'll come with you to the gate," gasped the Tomboy, hurriedly. "I mean I'll show you the short cut through the orchard. Wait one second while I tie up my bootlace—"

She stooped with one of her coltish, angular movements.

As she rose young Harrington took a step forward to the door, stumbled and almost fell.

"What?"

"Oh!" exclaimed the Tomboy in accents of despair. "I am so frightfully sorry. D'you see what I've done? I've been and tied your bootlace to mine by mistake."

Young Harrington realized as never before in his life the absolute futility of human speech.

The Tomboy bent again and fumbled.

"Can't you do it?" demanded young Harrington almost savagely.

"It's very hard," panted the girl, raising a flushed face. "It's what my sailor cousin called a 'true lover's knot' and I seem to have lost the trick of it."

She laid the letter aside and began another. "No doubt she simply made him do it," she murmured. "But that doesn't excuse him at all." She wrote:

"Dear Mr. Ferguson: I am glad to find that you have enough good sense not to approach me since an accident caused me to witness the little scene in the Dawes' conservatory. I fancy you have some explanation as to why you kissed Gladys Gaylord, but I would not be interested in hearing it. I prefer the very obvious explanation that you did it because you wanted to. She is perfectly horrid and boasts of her flirtations with engaged men, but I suppose that makes no difference to you. You are probably proud of being numbered among her victims."

"I can't pay my bill," said Bella directly, the color returning in a rosy flood to her cheeks. "You'll have to give me credit till to-morrow," she added briskly.

The man manager looked surprised and just the least bit embarrassed. He was evidently unused to facing such a pair of eyes fixed on his unflinchingly. Not being a trained analyst, it was not in his capacity to realize that the fire in Bella's eyes was of cruelly compromised innocence.

"Why?" said he, awkwardly. "I haven't any money with you?"

"Yes, I have," the brave girl replied desperately, "and I can't get at it."

A fleeting expression suggestive of comprehension illumined the man manager's features, but they quickly resumed their normal repose, aided thereto by the faithful Bella, who created a diversion by pressing forward and paying her check. This gave them all time to think, and after he had given Bella her change the man manager said:

"Perhaps you'd like to explain to the head waitress."

Now the head waitress was a fair, portly person of 40, or so, as she should be, and to her Bella made confidential disclosures the precise nature of which we will refrain from setting forth.

"Ah," she exclaimed, "that's done it! I remembered the trick. I'm so sorry, Mr. Harrington?"

Her speech was echoed by Hazel, who flattered in as her sister rose to her feet. "Oh, I am so sorry! It wasn't my fault—a little boy I met in the lane—he'd lost his way"—she was the picture of pink-cheeked penitence and altogether adorable—"and I took him home—and then it was the wrong address and it took us hours to find the right one. Oh"—she lifted her head and said "I'm sorry, Mr. Harrington."

A tear dropped on the paper and blotted it. More tears followed.

"I hope," she sobbed, "that I shall never see him again! And it was all her fault, I know! Every bit! I hate her, and I hate him!"

There was a ring at the telephone. She stumbled over her gown in her haste to reach it.

She said "Hello!" and then listened eagerly.

"Then she answered: "Of course I'll be at home to-night, George. I'm dying to see you."

BOSTON & MAINE RAILROAD

EASTERN DIVISION

Winter Arrangement—In Effect Oct. 8, 1903.

Trains Leave Portsmouth

For Boston—3.25, 6.30, 7.20, 8.15, 10.53 a. m., 2.21, 5.00, 6.22, 7.45 p. m. Sunday, 3.25, 8.40 a. m., 2.21, 5.00 p. m.

For Portland—9.55, 10.45 a. m., 2.55, 5.22, 8.45, 11.35 p. m. Sunday, 9.55, 10.45 a. m., 8.45, 11.35 p. m.

For Wells Beach—9.55 a. m., 2.55, 5.22 p. m. Sunday, 9.55 a. m.

For Old Orchard—9.55 a. m., 2.55, 5.22 p. m. Sunday, 9.55 a. m.

For North Conway—9.55 a. m., 2.55 p. m.

For Somersworth—4.50, 9.45, 9.55 a. m., 2.55, 5.22, 8.30 p. m.

For Rochester—1.50, 9.45, 9.55 a. m., 2.50, 2.55, 5.22, 5.30 p. m.

For Dover—4.50, 9.45, 12.15 a. m., 2.50, 5.22, 8.47 p. m. Sunday, 9.55, 10.45 a. m., 8.47 p. m.

For North Hampton and Hampton—6.20, 7.20, 8.15, 10.53 a. m., 5.00 p. m. Sunday, 8.00 a. m., 5.00 p. m.

For Greenland—7.20, 8.15, 10.53 a. m., 5.00 p. m. Sunday, 8.00 a. m., 5.00 p. m.

Trains for Portsmouth

Leave Boston—7.30, 9.00, 10.10 a. m., 1.00, 3.20, 4.45, 6.00, 7.00, 10.00 p. m. Sunday, 8.20, 9.00 a. m., 6.30, 7.00, 10.00 p. m.

Leave Portland—1.30, 9.00 a. m., 12.45, 5.00, 6.20 p. m. Sunday, 8.30 a. m., 12.45 p. m.

Leave Old Orchard—9.00 a. m., 12.45, 5.22 p. m. Sunday, 6.00 p. m.

Leave North Conway—7.30 a. m., 2.23 p. m.

Leave Rochester—7.20, 9.47 a. m., 3.52, 5.23 p. m.

Leave Somersworth—6.35, 7.33, 10.00, 10.45 a. m., 4.05, 5.35 p. m. Sunday, 7.15 a. m.

Leave Dover—6.50, 10.24 a. m., 1.40, 4.20, 6.30, 9.20 p. m. Sunday, 7.30 a. m., 9.20 p. m.

Leave Hampton—9.22, 11.50 a. m., 2.24, 4.59, 6.16, 7.26 p. m. Sunday, 10.06 a. m., 7.50 p. m.

Leave North Hampton—9.28, 11.55 a. m., 2.30, 5.05, 6.21, 7.31 p. m. Sunday, 10.12 a. m., 8.05 p. m.

Leave Greenland—9.35 a. m., 12.01, 2.36, 5.11, 6.27 p. m. Sunday, 10.18 a. m., 8.10 p. m.

SOUTHERN DIVISION

Portsmouth Branch

Trains leave the following stations for Manchester, Concord and intermediate stations:

Portsmouth—8.30 a. m., 12.40, 5.25 p. m.

Greenland Village—8.39 a. m., 12.48, 5.33 p. m.

Rockingham Junction—9.05 a. m., 1.02, 5.58 p. m.

Epping—9.20 a. m., 1.10, 6.14 p. m.

Raymond—9.31 a. m., 1.27, 6.25 p. m.

Returning leave,

Concord—7.46, 10.25 a. m., 3.30 p. m.

Manchester—8.32, 11.10 a. m., 4.26 p. m.

Raymond—9.08, 11.45 a. m., 5.02 p. m.

Epping—9.20 a. m., 12.00 p. m., 5.15 p. m.

Rockingham Junction—9.47 a. m., 12.16, 5.55 p. m.

Greenland Village—10.01 a. m., 12.28, 6.08 p. m.

Trains connect at Rockingham Junction for Exeter, Dover, Lawrence and Boston. Trains connect at Manchester and Concord for Plymouth, Woolville, Lancaster, St. Johnsbury, Newport, Vt., Montreal and the west.

W. G. Flanders, P. T. M.

C. M. Burt, G. P. A.

ATLANTIC SHORE LINE RY.

(Western Division)

In effect Sept. 17, 1902. Subject to change without notice. Unavoidable delays excepted.

Ferry leaves Portsmouth, connecting with cars:

For Eliot, Dover and South Berwick—6.55 a. m., and hourly until 9.55 p. m. Sundays—First trip at 7.65 a. m.

For Kittery and Kittery Point—6.25, 6.55 a. m., and half hourly until 10.55 p. m. Sundays—First trip at 7.65 a. m.

For York Village, York Harbor and York Beach, via P. K. & Y. Div.—6.55 a. m., and every two hours until 4.55 p. m. Sundays—First trip at 8.55 a. m.

For York Village, York Harbor and York Beach, via Elliot and Rosemary—7.55 a. m., and every two hours until 9.55 p. m. Sundays—First trip at 7.65 a. m.

Cars to Dover:

Main Line—Outward
Leave Portsmouth (Market Square) for North Hampton—6.15 a. m. For Lang's Corner, Cable Road, Rye Beach, Little Boars Head and North Beach (E. H. & A. Junction) at *7.05 a. m., and hourly until 9.05 p. m. For Cable Road only at **5.30 a. m., *6.45 a. m., 11.05 p. m. Sunday only, for North Hampton, 7.35 a. m. Sunday only, for Sagamore Hill, 10.05 a. m. On Theatre Nights **10.05 p. m. car waits until close of performance. Cars leaving 10.05 a. m., 1.05 p. m., 3.05, 4.05, 5.05, 7.05, 8.05 and 9.05 p. m. make connection for North Hampton.

Main Line—Inward
Leave North Beach (E. H. & A. Junction) at *8.05 a. m., and hourly until 10.05 p. m. Leave Cable Road **6.10 a. m., *7.30 a. m. and *10.40 p. m. Sunday only, leave Sagamore Hill for Market Square at 10.25 a. m.

Plains Loop
Via Middle Street and Via Islington Street—Leave Market Square at **6.35 a. m., **7.05 a. m., and half hourly until 10.35 p. m. and 11.05 p. m. Via Middle Street only at 10.35 p. m. Sundays.

Last cars each night run to car barn only.

Christian Shore Loop
Via Islington Street and Via Market Street—Leave Market Square at **6.35 a. m., **7.05 a. m., and half hourly until 10.35 p. m. and 11.05 p. m. Sunday only, leave Sagamore Hill for Market Square at 10.25 a. m.

Running time from Market Square to B. & M. Station via Islington street, 16 minutes; via Market street, 4 minutes. Last cars each night run to car barn only.

North Hampton Line—Weekdays
Leave Cable Road 7.00 a. m., 8.00, 9.00, 10.30, 11.30 a. m., 3.00 p. m., 5.45, 7.05 p. m., connecting with 7.41 a. m., 8.30, 11.19, 1.19, 2.35 and 5.12 p. m. trains for Boston.

Leave Sea Point:
For Portsmouth—6.00 a. m., and half hourly until 10.30 p. m. Sundays—First trip at 7.30 a. m.

Leave Rosemary Cottage:
For Portsmouth and Kittery—6.00, 6.30, 7.30 a. m., and hourly until 10.30 p. m. Sundays—First trip at 8.00 a. m.

Leave Dover and Salmon Falls Bridge, South Berwick—7.30, 9.30 a. m., and every two hours until 9.30 p. m. Sundays—First trip at 9.30 a. m.

Leave Sea Point:
For Portsmouth—6.00 a. m., and half hourly until 10.30 p. m. Sundays—First trip at 7.30 a. m.

Leave Rosemary Cottage:
For Portsmouth and Kittery—6.00, 6.30, 7.30 a. m., and hourly until 10.30 p. m. Sundays—First trip at 8.00 a. m.

Close connections can be made between Dover and York Beach via Eliot, Kittery and Kittery Point.

W. G. MELCON, Gen. Mgr.
Tel. Call—412 Portsmouth.

U. S. NAVY YARD FERRY TIME TABLE

October 1 Until March 31

Leaves Navy Yard—8.20, 8.40, 9.15, 10.00, 10.20, 11.15, 11.45 a. m.; 1.35, 2.00, 3.00, 4.00, 4.35, 5.00, 1.50, *7.45 p. m. Sundays, 10.00, 10.15 a. m.; 12.15, 12.35 p. m.

Holidays—Leave North Hampton Station for Little Boars Head, Rye Beach and Cable Road at 7.30 a. m., 8.30, 9.30, xx11.00 a. m., 2.30 p. m., xx5.05 and 6.26 p. m., connecting with 9.28 a. m., 11.55 a. m., 2.39 p. m., 5.05 and 6.21 trains from Boston.

Leave North Hampton Station for Little Boars Head only xx11.05 a. m., xx11.00 p. m., 2.40, 3.40, xx4.00, 4.32, 7.35, xx8.00, xx9.00 and xx10.00 p. m. Car leaving North Hampton, 4.32 p. m. connects at Little Boars Head for Rye Beach and Cable Road until October 7, 1905.

Leave Little Boars Head for North Hampton Station at 12.50 p. m., 1.50, 2.10, 3.50, 4.20, 4.50, 7.50, 8.50 and 9.50 p. m.

Sundays only.

Leave Little Boars Head at 8.50 a. m. and hourly until 9.50 p. m.

Returning—Leave North Hampton Station for Little Boars Head only 8.00 a. m., and hourly until 10.00 p. m. All trips on Sundays connect with Main Line cars at Little Boars Head.

*Omitted Sundays.

**Omitted Holidays.

Runs to Little Boars Head Saturdays only.

Saturdays only.

Make close connections for Portsmouth.

City Office: Room 6 Congress Block, Portsmouth. Telephone, 233.

WINSLOW T. PERKINS, Supt.

C. M. BURT, Gen'l Pass. Agt.

PORTSMOUTH ELECTRIC RAILWAY

Winter Arrangements—In Effect Mon. day, Sept. 17, 1902

Subject to change and correction without notice.

Main Line—Outward

Leave Portsmouth (Market Square) for North Hampton—6.15 a. m. For Lang's Corner, Cable Road, Rye Beach, Little Boars Head and North Beach (E. H. & A. Junction) at *7.05 a. m., and hourly until 9.05 p. m. For Cable Road only at **5.30 a. m., *6.45 a. m., 11.05 p. m. Sunday only, for North Hampton, 7.35 a. m. Sunday only, for Sagamore Hill, 10.05 a. m. On Theatre Nights **10.05 p. m. car waits until close of performance. Cars leaving 10.05 a. m., 1.05 p. m., 3.05, 4.05, 5.05, 7.05, 8.05 and 9.05 p. m. make connection for North Hampton.

Main Line—Inward

Leave North Beach (E. H. & A. Junction) at *8.05 a. m., and hourly until 10.05 p. m. Leave Cable Road **6.10 a. m., *7.30 a. m. and *10.40 p. m. Sunday only, leave Sagamore Hill for Market Square at 10.25 a. m.

Plains Loop

Via Middle Street and Via Islington Street—Leave Market Square at **6.35 a. m., **7.05 a. m., and half hourly until 10.35 p. m. Leave Cable Road **6.10 a. m., *7.30 a. m. and *10.40 p. m. Sunday only, leave Sagamore Hill for Market Square at 10.25 a. m.

Running time from Market Square to B. & M. Station via Islington street, 16 minutes; via Market street, 4 minutes. Last cars each night run to car barn only.

Christian Shore Loop

Via Islington Street and Via Market Street—Leave Market Square at **6.35 a. m., **7.05 a. m., and half hourly until 10.35 p. m. Leave Cable Road **6.10 a. m., *7.30 a. m. and *10.40 p. m. Sunday only, leave Sagamore Hill for Market Square at 10.25 a. m.

Running time from Market Square to B. & M. Station via Market street, 16 minutes; via Islington street, 4 minutes. Last cars each night run to car barn only.

Elbow sleeves are both comfortable and labor-saving when doing the necessary work about the kitchen, where the sleeves are generally rolled or pinned to get them out of the way. When hastily summoned to the deer or to meet visitors, a long cuff, or ruffled lower sleeve, with an elastic at the top may readily be slipped over the bare arm, and this can also be worn when an errand takes one to the grocery store.

The ubiquitous shirt-waist suit is seen everywhere, and worn on all ordinary occasions; but for one doing the various tasks about the house, stooping, bending, reaching, stretching as one must, the unpleasant feature about them is the parting of the ways" as between the waist and skirt, which can hardly be avoided. The mother-hubbard style of dress is not to be recommended—especially, the old, loose style, although the closer-fitting mode is not so objectionable; but one of the nextest suits for all-around wear about household, is the usual skirt and a negligee which can be slipped over the head, with no buttons to fasten, or hooks to distract. The pretty shaped yoke must be cut low in the neck, and may be trimmed any way to suit. The sleeves are the elbow style, and free at the bottom; the bottom of the waist reaches just below the waistline, and it may be made of wash material or any desired goods; but material suitable for laundering is the most appropriate.—The Commoner.

Leave North Hampton Station for Little Boars Head only xx11.05 a. m., xx11.00 p. m., 2.40, 3.40, xx4.00, 4.32, 7.35, xx8.00, xx9.00 and xx10.00 p. m. Car leaving North Hampton, 4.32 p. m. All trips on Sundays connect with Main Line cars at Little Boars Head.

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PORTSMOUTH HERALD.

MINIATURE ALMANAC
MARCH 25

MORN RISES 5:40 | MORNING SETS 6:38 A. M.
EVENING SETS 5:01 | FULL MOON 6:08 P. M.
LENGTH OF DAY, 12:11

FULL MOON, March 29th, 2h. 44m., evening, E.
Last Quarter, April 5th, 10h. 20m., morning, W.
New Moon, April 12th, 2h. 5m., evening, W.
First Quarter, April 19th, 9h. 38m., evening, E.

NOTICE TO SUBSCRIBERS

Should you fail to receive your Herald regularly communicate with the office at once either by telephone, No. 37, or by messenger. We intend to give careful attention to our delivery system. Subscribers can pay bills monthly at the office or to the collector.

F. W. HARTFORD,
Treasurer.

THE TEMPERATURE

Forty degrees above zero was the temperature at THE HERALD office at two o'clock this afternoon

CITY BRIEFS

Who said Spring!
The Winter has butted into Spring.
Don't put away your snow shovel yet.

The new city directory is a funny mixture.

Have your shoes repaired by John Mott, 34 Congress street.

The week after Easter will be a notable one at Music Hall.

It is now said that the Legislature will not adjourn before April 5.

Some of the fire alarm boxes are in the dark in parts of the city.

Portsmouth Lodge of Elks is to have a ladies' night on April 24.

The True W. Priest handtub crew appears to be still hanging to the old coop.

Services appropriate to Holy Week will be held in all the churches this week.

The snow and ice on State street yield very slowly to the influence of the sun.

Portsmouth is to see Thomas Jefferson in "Rip Van Winkle" in the near future.

Another pair of fire horses is expected to be tried out on steamer No. 3 this week.

The passenger trainmen of the Boston and Maine railroad are having their troubles.

The Marine baseball team got their first outdoor practice on Saturday at the navy yard.

Portsmouth people should respond generously to the appeal in behalf of Capt. Josiah Nickerson.

The debate on the railroad excise tax bill in the House next Wednesday is sure to be interesting.

Annual concert and ball of Foresters of America at Pelree Hall, Easter Monday evening, April 1.

Saturday was the hottest March 23 for many years, the thermometer registering sixty eight at noon.

Ulysses M. Corson, a native of Dover, has been appointed chief of police at Swampscott, Mass.

It is quite possible that Senator H. E. Burnham will pass the summer at some resort about this city.

The snow Sunday spoiled a great many plans, made under the influence of the warm spell of Saturday.

Some interesting civil suits have been entered from Portsmouth for the April term of superior court.

Many workmen from this city are employed on the new Masonic Temple now being rebuilt at Dover.

The windows of the millinery stores are irresistibly attractive to the women of Portsmouth just now.

The ferryboat, Kittery, has been running for the past few days while the steamer, Alice Howard, is being overhauled.

Although eggs have dropped in price there is no indication that dairy products will follow the example set them.

There was a dancing party at Pelree Hall Saturday evening under the management of George Snow and Wyatt Berry.

The forge company has started steam in one of the four new boilers set up and will soon work one of the large hammers.

Chauncey Olcott will leave Boston after this week for a tour of New England in his new play and will be seen in Portsmouth.

The Portsmouth baseball park will be a thing of the past as the fence has been sold and will be torn down. Baseball without an inclosed field would be a sure failure.

Officer Burke arrested a woman in the B. & M. station Sunday afternoon who had been drinking something stronger than tea. She gave the name of Winnie Brooks.

TOWN MEETING HELD

Voters Of Kittery Meet And Elect Officers

REPUBLICAN NOMINEES CHOSEN WITHOUT OPPOSITION

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SUCCEEDS MR. PERKINS

Henry Halstead to be Organist at North Church

Henry Halstead has been appointed organist at the North Church, to succeed Lyman Almy Perkins resigned.

Mr. Halstead has lately held the position of organist at the Middle Street Baptist Church and was at one time organist at Christ Church.

BISHOP EXPRESSED GRATITUDE

Bishop George A. Guertin, in a brief sermon at the Manchester Cathedral on Sunday, thanked all the members of the clergy, Gov. Floyd

IMPROVEMENTS HERE

Still Subject of Discussion By Railroad Officials

It is yet a question whether or not the Boston and Maine railroad will give Portsmouth a new station this year. Many plans are in the hands of the engineering department for improvements at this station, but the whole thing is known to be hanging on the matter of a bridge across the Piscataqua River.

This seems to be the bone of contention and the company, it is said, does not wish to put too much money into this structure. Of course, if the bridge is not built it will hold up other improvements in Portsmouth, but the company may start part of the double track system between Conway Junction and Kittery.

LEGISLATIVE RECEPTION

Gov. Flyod, with the members of his staff and council, will tender the annual reception to the members of the Legislature in Doric Hall in the state house in Concord on Wednesday, April 3.

EVANGELISTIC MEETINGS

There will be evangelistic meetings every evening at 7.45 at the People's Church this week, conducted by Rev. S. P. Young of Danville, Va.

Come and let us reason together and hear this man of God,

W. C. T. U. NOTICE

The Woman's Christian Temperance Union will meet with Mrs. V. G. Bragdon, 44 Lincoln avenue, on Wednesday afternoon at three o'clock.

Mrs. Thomas A. Moran of Woodbury avenue is passing a few weeks with relatives in Boston.

Mr. and Mrs. John Flynn and daughter of Russell street passed Sunday in West Quincy, Mass.

Mr. and Mrs. Charles Costello of Boston, who have been visiting relatives in this city, have returned home.

William Horan of Manchester passed Sunday in the city, the guest of his brother, Jeremiah Horan, of Court street.

Mrs. Skalling was a lady of most lovable character and unusual intellect, a typical representative of the Southern woman of the days before and immediately following the war. Of a charitable and kindly disposition, she made friends of all who knew her and her unexpected death has cast a deep shadow of gloom over a large circle in this city. During the eight years of her residence here, she had won general affection and respect and her passing will cause deep grief to many outside her own particular circle.

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Miss Mary Sullivan of Manchester, who has been the guest of Mr. and Mrs. Robert J. Kirkpatrick of Wiburd street for the past week, returned home today.

Rev. Wilbert L. Anderson, for fourteen years pastor of the Exeter Congregational Church, has resigned to accept a call to Amherst, Mass. He will preach his last sermon in Exeter on April 28.

The engagement of James Griffin, son of Mr. and Mrs. M. J. Griffin of Richards avenue, and Miss Julia M. Long, one of Portsmouth's popular school teachers, has been announced, the wedding to occur in the near future.

CHURCH OF THE IMMACULATE CONCEPTION NOTES

Palm Sunday was most fittingly observed at the Church of the Immaculate Conception and all the services were largely attended. The blessing and distribution of the palms took place at the high mass at 10.30 a. m.

No session of Sunday school was held on Sunday afternoon.

This is Holy Week and special services were announced to the parishioners on Sunday. There will be masses every morning at eight o'clock, except Saturday, when it will be held at seven a. m. At this time occurs the blessing of the water, oils and the paschal candles. Thursday is observed as Holy Thursday, a day of special devotion, with services in commemoration of the institution of the Holy Eucharist.

Never in the history of the parish have Lenten services been so well attended, which is very gratifying to the pastor, who has several times made his appreciation known to the worshippers for their strict observance of the holy season.

The funeral services of Mrs. Susan Shelley were held at nine o'clock this (Monday) morning.

There have been fewer marriages than usual at City Hall since the beginning of 1907.

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Arrived this A. M. from Aroostook County, Maine, a car load of choice seed potatoes.

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